

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

40

Greensville County
City of Emporia

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend





















Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Greenville Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greenville County																	
	6.34	11000	G	From:	Brunswick County Line					F	0.075	F	0.537	11000	G	2003	
				79%	1%	1%	1%	17%	1%								
				To:	WCL Emporia												
City of Emporia																	
	West Atlantic St	0.41	14000	G	From:	WCL Emporia					F	0.080	F	0.519	14000	G	2003
					79%	1%	1%	1%	17%	1%							
					To:	Purdy Rd											
	West Atlantic St	0.21	22000	G	From:	Purdy Rd					F	0.072	F	0.551	21000	G	2003
					79%	1%	1%	1%	17%	1%							
					To:	I-95											
		0.84	16000	G	From:	I-95					C	0.074	F	0.546	15000	G	2003
					72%	1%	1%	2%	23%	1%							
					To:	US 301 Main St											
		0.64	14000	G	From:	US 301 Main St					C	0.076	F	0.519	13000	G	2003
					67%	1%	2%	2%	27%	1%							
					To:	Reese St											
		0.49	16000	G	From:	Reese St					F	0.074	F	0.516	15000	G	2003
					84%	1%	1%	1%	13%	0%							
					To:	Davis St											
		0.65	16000	G	From:	Davis St					F	0.071	F	0.507	15000	G	2003
					84%	1%	1%	1%	13%	0%							
					To:	East Atlantic St											
		0.40	17000	G	From:	East Atlantic St					F	0.076	F	0.512	16000	G	2003
					84%	1%	1%	1%	13%	0%							
					To:	ECL Emporia											
Greenville County																	
	1.50	16000	G	From:	ECL Emporia					F	0.075	F	0.525	15000	G	2003	
				84%	1%	1%	1%	13%	0%								
				To:	Southampton County Line												
City of Emporia																	
	0.21	13000	G	From:	US 58 West Intersection					C	0.079	F	0.558	14000	G	2003	
				95%	0%	2%	1%	2%	0%								
				To:	West Atlantic St												
	West Atlantic Street	0.44	13000	G	From:	US 58 Connector					C	0.084	F	0.503	14000	G	2003
					97%	0%	1%	0%	1%	0%							
					To:	North Main Street											
	East Atlantic Street	0.25	5400	G	From:	North Main Street					F	0.094	F	0.518	5900	G	2003
					89%	0%	4%	0%	7%	0%							
					To:	Reese St											
	East Atlantic Street	1.20	2100	G	From:	Reese St					C	0.095	F	0.563	2300	G	2003
					89%	0%	4%	0%	7%	0%							
					To:	US 58 East Intersection											
Greenville County																	
	4.13	20000	A	From:	North Carolina State Line					C	0.142	A		16000	A	2003	
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:	40000	A	79%	1%	2%								1%
	4.12	19000	G	From:	40-629 Skippers					F	0.069	F		16000	G	2003	
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:	38000	G	79%	1%	2%								1%
	1.70	20000	G	From:	US 301 South of Emporia					F	0.064	F		16000	G	2003	
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:	39000	G	79%	1%	2%								1%
	1.05	20000	G	From:	SCL Emporia					F	0.064	F		16000	G	2003	
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:	39000	G	79%	1%	2%								1%
City of Emporia																	
	1.05	20000	G	From:	SCL Emporia					F	0.064	F		16000	G	2003	
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:	39000	G	79%	1%	2%								1%
	0.62	19000	G	From:	US 58					F	0.067	F		15000	G	2003	
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:	31000	G	76%	1%	2%								1%
				From:	NCL Emporia												
				80%	1%	2%	1%	17%	0%								
				Combined Traffic:													

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2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Greenville Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greenville County																	
North 95				From:	NCL Emporia												
	1.89	19000	G	80%	1%	2%	1%	17%	0%	F	0.067	F		15000	G	2003	
	Combined Traffic:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G		

North 95				To:	40-614												
	3.63	16000	G	80%	1%	2%	1%	17%	0%	F	0.067	F		13000	G	2003	
	Combined Traffic:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	G		

South 95				To:	Sussex County Line												

	South 95				From:	North Carolina State Line											
4.39		20000	A	77%	1%	2%	1%	19%	0%	C	0.144	A		16000	A	2003	
Combined Traffic:		40000	A	79%	1%	2%	1%	18%	0%	C	NA			32000	A		

South 95				To:	40-629 Skippers												
	3.83	19000	G	77%	1%	2%	1%	19%	0%	F	0.074	F		15000	G	2003	
	Combined Traffic:	38000	G	79%	1%	2%	1%	18%	0%	F	NA			31000	G		

South 95				To:	US 301 South of Emporia												
	1.81	19000	G	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	G	2003	
	Combined Traffic:	39000	G	79%	1%	2%	1%	18%	0%	F	NA			32000	G		

City of Emporia																	
South 95				From:	SCL Emporia												
	1.24	19000	G	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	G	2003	
	Combined Traffic:	39000	G	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	G		

South 95				To:	US 58												
	0.35	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003	
	Combined Traffic:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G		

Greenville County																	
South 95				From:	NCL Emporia												
	1.92	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003	
	Combined Traffic:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G		

South 95				To:	US 301 North of Emporia												
	0.41	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003	
	Combined Traffic:	29000	G	75%	1%	2%	1%	21%	0%	F	NA			26000	G		

South 95				To:	40-614												
	3.19	9900	G	69%	1%	2%	1%	27%	1%	F	0.067	F		9900	G	2003	
	Combined Traffic:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	G		

Sussex County Line																	

139				From:	40-610 CL Jarratt												
	0.76	1900	G	92%	1%	2%	1%	5%	0%	F	0.083	F	0.555	1900	G	2003	
				To:	Sussex County Line												

Greenville County																	
301				From:	North Carolina State Line												
	4.74	2300	G	87%	1%	4%	1%	7%	0%	F	0.091	F	0.502	2300	G	2003	

301				To:	40-629 Skippers												
	3.97	3000	G	87%	1%	4%	1%	7%	0%	C	0.074	F	0.743	3000	G	2003	

301				To:	40-689 South of Emporia												
	0.39	5900	G	87%	1%	4%	1%	7%	0%	F	0.079	F	0.55	5900	G	2003	
				To:	SCL Emporia												

City of Emporia																	
301	South Main St	0.45	6400	G	From:	SCL Emporia											
				93%	1%	3%	1%	3%	0%	C	0.080	F	0.555	7000	G	2003	
				To:	Low Ground Rd												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
301	South Main St	0.24	9700	G	From:	Low Ground Rd				F	0.084	F	0.565	11000	G	2003
					To:											
301	South Main St	0.36	11000	G	From:	Jefferson St				F	0.078	F	0.605	12000	G	2003
					To:											
301	South Main St	0.49	17000	G	From:	Brunswick Ave				C	0.082	F	0.505	19000	G	2003
					To:											
301	South Main St	0.20	15000	G	From:	Valley St				F	0.083	F	0.514	16000	G	2003
					To:											
301	North Main St	0.74	9200	G	From:	Atlantic Ave				C	0.090	F	0.533	9900	G	2003
					To:											
301	North Main St	0.34	8800	G	From:	US 58				F	0.099	F	0.596	9500	G	2003
					To:											
301	North Main St	0.16	9800	G	From:	Halifax St				F	0.093	F	0.612	11000	G	2003
					To:	NCL Emporia										
Greensville County																
301		1.53	6300	G	From:	NCL Emporia				C	0.094	F	0.591	6300	G	2003
					To:											
301		2.77	4500	G	From:	40-614				F	0.1	F	0.610	4500	G	2003
					To:	Sussex County Line										
600		1.50	410	R	From:	Brunswick County Line					NA			NA		1999
					To:	40-627 NORTH										
600		3.40	420	R	From:	40-627 SOUTH					NA			NA		1999
					To:	North Carolina State Line										
601		3.00	620	R	From:	Brunswick County Line					NA			NA		1999
					To:	40-627										
602		1.38	250	R	From:	Brunswick County Line					NA			NA		1999
					To:	40-603										
603		0.30	800	R	From:	North Carolina State Line					NA			NA		1999
					To:											
603		1.50	710	G	From:	40-631 North				C	0.095	F	0.557	710	G	2003
					To:	40-633 South										
603		3.20	90	R	From:	40-633 North					NA			NA		1999
					To:											
603		2.59	280	R	From:	40-627 East 40-627 West					NA			NA		1999
					To:	Brunswick County Line										
604		5.27	330	R	From:	40-603					NA			NA		1999
					To:	Brunswick County Line										
605		2.70	230	R	From:	Brunswick County Line					NA			NA		1999
					To:	40-607 EAST										
605		0.70	230	R	From:	40-607 WEST					NA			NA		1999
					To:											
605		2.20	230	R	From:	US 58					NA			NA		1999
					To:	40-606 EAST										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
605	4.20	80	R	From:	40-606 WEST					NA				NA		1999
				To:	40-608 EAST											
605	0.45	80	R	From:	40-608 WEST					NA				NA		1999
				To:	Dead End											
606	5.32	110	R	From:	Brunswick County Line					NA				NA		1999
				To:	40-619											
607	0.60	50	R	From:	Brunswick County Line					NA				NA		1999
				To:	US 58 W Gap Terminus											
607	2.30	49	R	From:	40-606 Gap Terminus					NA				NA		1999
				To:	40-605 WEST											
607	3.70	90	R	From:						NA				NA		1999
				To:	US 58 EAST											
608	4.50	700	R	From:	Brunswick County Line					NA				NA		1999
				To:	40-619											
608	5.28	770	R	From:						NA				NA		1999
				To:	40-680											
608	1.47	1500	G	94%	0%	2%	0%	4%	0%	C	0.094	F	0.766	1500	G	2003
				To:	40-610											
609	1.72	170	R	From:	US 301					NA				NA		1999
				To:	Sussex County Line											
610	0.10	2200	G	From:	US 301					F	0.128	F	0.551	2200	G	2003
				To:	40-9179											
610	2.22	1100	G	From:	97%					C	0.096	F	0.564	1100	G	2003
				To:	1% 1% 1% 0% 0%											
610	6.92	740	G	From:	40-617					C	0.095	F	0.514	740	G	2003
				To:	89% 2% 2% 0% 6% 0%											
610	0.45	1800	G	From:	40-608					C	0.097	F	0.640	1800	G	2003
				To:	93% 0% 2% 1% 4% 0%											
				To:	WCL Jarratt											
Town of Jarratt																
610	0.29	1800	N	From:	WCL Jarratt					N	0.097	N	0.640	1800	N	2003
				To:	40-1101											
Greenville County																
611	1.91	1500	G	From:	Brunswick County Line					F	0.091	F	0.557	1500	G	2003
				To:	94% 1% 3% 0% 2% 0%											
611	2.84	2000	G	From:	40-633 WEST					C	0.091	F	0.68	2000	G	2003
				To:	94% 1% 3% 0% 2% 0%											
611	1.79	2600	G	From:	40-658					F	0.106	F	0.672	2600	G	2003
				To:	94% 1% 3% 0% 2% 0%											
611	0.92	4100	G	From:	40-635					C	0.104	F	0.643	4100	G	2003
				To:	97% 0% 1% 0% 1% 0%											
611	1.05	690	G	From:	WCL Emporia					F	0.114	F	0.681	700	G	2003
				To:	ECL Emporia											
611	0.99	380	G	From:	40-654					C	0.091	F	0.528	380	G	2003
				To:	93% 2% 3% 0% 2% 0%											
				To:	40-623											

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greenville County																	
611	1.74	400	G	From	40-623				F	0.099	F	0.512	400	G	2003		
				93%	2%	3%	0%	2%								0%	
				To	Sussex County Line												
612	2.40	390	R	From	40-619					NA			NA		1999		
				To	40-651												
613	3.20	300	R	From	40-605					NA			NA		1999		
				To	40-619 NORTH												
613	1.70	300	R	From	40-619 SOUTH					NA			NA		1999		
				To	40-610												
614	1.03	610	R	From	NCL Emporia					NA			NA		1999		
				To	40-616 SOUTH												
614	0.40	210	R	From	40-616 NORTH					NA			NA		1999		
				To	US 301												
614	0.70	1000	G	From	93%	2%	3%	1%	2%	0%	C	0.099	F	0.505	1000	G	2003
614	5.00	340	R	From	40-617					NA			NA		1999		
				To	40-610												
615	2.30	110	R	From	40-610					NA			NA		1999		
				To	40-614												
616	0.10	360	R	From	US 301					NA			NA		1999		
				To	FR-133												
616	0.20	350	R	From	40-614 WEST					NA			NA		1999		
				To	40-614 EAST												
616	0.50	200	R	From	40-614 North					NA			NA		1999		
				To	Dead End												
617	0.23	330	G	From	40-610				C	0.087	F	0.621	330	G	2003		
				To	0.23 ME 40-610												
617	0.45	460	G	From	96%	0%	0%	1%	3%	0%	F	0.130	F	0.597	460	G	2003
				To	40-614												
618	0.80	40	R	From	Dead End					NA			NA		1999		
				To	40-606												
619	0.43	1200	G	From	NCL Emporia				F	0.098	F	0.539	1200	G	2003		
				To	40-681												
619	3.16	990	G	From	94%	1%	2%	0%	2%	0%	C	0.121	F	0.541	990	G	2003
				To	40-606												
619	1.54	800	G	From	90%	1%	5%	1%	4%	0%	C	0.126	F	0.594	800	G	2003
				To	40-613 NORTH												
619	1.44	530	G	From	90%	1%	5%	1%	4%	0%	F	0.121	F	0.614	540	G	2003
				To	40-612												
619	1.77	440	G	From	90%	1%	5%	1%	4%	0%	F	0.145	F	0.657	440	G	2003
				To	40-608												
619	2.89	300	G	From	90%	1%	5%	1%	4%	0%	F	0.149	F	0.66	300	G	2003
				To	Sussex County Line												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
620	1.50	10	R	From	40-605					NA			NA			1999
				To	40-607											
621	3.32	360	R	From	40-633					NA			NA			1999
				To	40-650											
621	0.49	870	G	29%	1%	4%	40%	26%	0%	C	0.103	F	0.552	870	G	2003
				To	40-629											
622	2.45	390	G	From	40-730 WEST					C	0.091	F	0.629	390	G	2003
				To	40-629 NORTH											
622	0.29	400	G	94%	2%	3%	0%	1%	0%	F	0.091	F	0.622	400	G	2003
				To	40-629 SOUTH											
622	5.30	330	R	From						NA			NA			1999
				To	40-625 WEST											
622	2.60	210	R	From						NA			NA			1999
				To	40-730 EAST											
623	1.90	130	R	From	US 58					NA			NA			1999
				To	40-611											
624	2.20	40	R	From	North Carolina State Line					NA			NA			1999
				To	40-655											
624	0.10	30	R	From						NA			NA			1999
				To	40-730											
625	3.94	140	R	From	North Carolina State Line					NA			NA			1999
				To	40-622 EAST											
625	5.70	400	R	From	40-622 WEST					NA			NA			1999
				To	40-628											
626	2.10	110	R	From	40-629					NA			NA			1999
				To	40-622											
627	8.03	790	G	From	North Carolina State Line					F	0.092	F	0.581	790	G	2003
				To	40-633											
627	5.60	1800	G	From	92%					C	0.096	F	0.697	1800	G	2003
				To	40-1025											
627	0.56	2500	G	From	92%					F	0.091	F	0.664	2500	G	2003
				To	SCL Emporia											
628	1.40	40	R	From	Dead End					NA			NA			1999
				To	US 301											
628	3.40	40	R	From						NA			NA			1999
				To	40-629											
629	3.20	250	R	From	North Carolina State Line					NA			NA			1999
				To	40-632											
629	0.70	530	R	From						NA			NA			1999
				To	40-621											
629	1.06	1300	G	53%	1%	3%	24%	18%	0%	C	0.086	F	0.549	1300	G	2003
629	0.94	1600	G	From	I-95 Ramp					C	0.079	F	0.507	1600	G	2003
				To	US 301											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
629	0.10	1100	G	From:	US 301				F	0.085	F	0.639	1100	G	2003	
				To:	40-628											
629	2.60	170	G	From:	40-622 SOUTH				C	0.130	F	0.625	170	G	2003	
				To:	40-622											
629	1.35	80	R	From:					NA			NA			1999	
				To:	40-730											
Town of Jarratt																
630	0.23	950	G	From:	SR 139				F	0.099	F	0.657	950	G	2003	
				To:	NCL Jarratt											
Greenville County																
630	2.30	570	G	From:	NCL Jarratt				C	0.105	F	0.623	570	G	2003	
				To:	Sussex County Line											
631	0.20	1700	G	From:	North Carolina State Line				C	0.099	F	0.541	1700	G	2003	
				To:	40-603											
631	4.77	1300	R	From:					NA			NA		02/04/2002		
				To:	North Carolina State Line											
632	4.60	150	R	From:	40-633				NA			NA		1999		
				To:	40-629											
633	1.48	960	R	From:	North Carolina State Line				NA			NA		1999		
				To:	40-603 SOUTH											
633	0.30	740	G	From:	40-603 NORTH				F	0.099	F	0.543	740	G	2003	
				To:	40-627											
633	3.85	560	G	From:	40-693				C	0.092	F	0.604	550	G	2003	
				To:	40-611 WEST											
633	2.80	320	G	From:	40-611 EAST				F	0.099	F	0.521	320	G	2003	
				To:	Dead End											
634	1.50	70	R	From:	US 301				NA			NA		1999		
				To:	Dead End											
635	1.00	100	R	From:	Dead End				NA			NA		1999		
				To:	40-611											
637	0.35	100	R	From:	40-608				NA			NA		1999		
				To:	40-696											
637	0.25	90	R	From:	Dead End				NA			NA		1999		
				To:	40-730											
638	0.80	30	R	From:	0.80 MN 40-730				NA			NA		1999		
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(639)	2.20	300	R	From:		40-627					NA			NA		1999
(639)	2.20	230	G	To:		40-650 WEST				C	0.106	F	0.5	230	G	2003
(639)	0.10	80	R	From:		US 301					NA			NA		1999
(639)				To:		40-691										
(640)	0.75	440	R	From:		US 58; 40-607					NA			NA		1999
(640)				To:		40-681 & 1020										
(641)	0.35	30	R	From:		Dead End					NA			NA		1999
(641)				To:		40-633										
(642)	0.40	80	R	From:		Dead End					NA			NA		1999
(642)				To:		US 301										
(643)	1.17	130	R	From:		40-635					NA			NA		1999
(643)				To:		40-611										
(644)	0.47	170	R	From:		40-640					NA			NA		1999
(644)				To:		NCL Emporia										
(646)	0.80	90	R	From:		Dead End					NA			NA		1999
(646)				To:		40-730										
(647)	0.26	40	R	From:		40-605					NA			NA		1999
(647)				To:		Dead End										
(648)	1.20	60	R	From:		40-630					NA			NA		1999
(648)				To:		Dead End										
(649)	0.90	560	R	From:		US 58					NA			NA		1999
(649)				To:		Dead End										
(650)	1.33	760	G	From:		40-621				C	0.117	F	0.510	760	G	2003
(650)	1.48	70	G	To:		40-679										
(650)				From:		40-639 WEST				F	0.123	F	0.818	70	G	2003
(650)	1.60	90	R	To:		40-639 EAST					NA			NA		1999
(650)				From:		40-627										
(651)	3.00	140	R	To:		40-610					NA			NA		1999
(651)				From:		40-608 EAST										
(651)	1.40	140	R	To:		40-608 WEST					NA			NA		1999
(651)				To:		40-619										
(652)	0.11	70	R	From:		Dead End					NA			NA		1999
(652)				To:		40-653										
(652)	0.13	10	R	From:		Dead End					NA			NA		1999
(652)				To:		Dead End										
(653)	0.30	200	R	From:		40-687					NA			NA		1999
(653)				To:		40-652										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
654	1.74	130	R	From:	ECL Emporia					NA			NA		1999	
				To:	40-611											
655	0.30	40	R	From:	40-730					NA			NA		1999	
				To:	40-624											
656	2.30	190	R	From:	40-625					NA			NA		1999	
				To:	40-626											
657	0.80	730	R	From:	US 301					NA			NA		1999	
				To:	Dead End											
658	1.10	90	R	From:	Dead End					NA			NA		1999	
				To:	40-611											
659	2.40	80	R	From:	40-603					NA			NA		1999	
				To:	40-627											
660	5.65	150	R	From:	40-656					NA			NA		1999	
				To:	40-730											
662	1.50	70	R	From:	US 301					NA			NA		1999	
				To:	North Carolina State Line											
663	0.54	580	R	From:	US 301					NA			NA		1999	
				To:	40-614											
664	0.25	370	R	From:	Dead End					NA			NA		1999	
				To:	NCL Emporia											
665	0.80	290	R	From:	Dead End					NA			NA		1999	
				To:	US 301											
666	0.90	100	R	From:	40-730					NA			NA		1999	
				To:	Dead End											
667	1.00	100	R	From:	Dead End					NA			NA		1999	
				To:	40-611											
668	0.75	90	R	From:	40-730					NA			NA		1999	
				To:	Dead End											
669	0.50	10	R	From:	40-605					NA			NA		1999	
				To:	Dead End											
670	0.90	70	R	From:	Dead End					NA			NA		1999	
				To:	40-627											
671	1.39	140	R							NA			NA		1999	
671	1.71	140	R	To:	1.39 ME Dead End					NA			NA		1999	
				To:	40-619											
672	0.06	20	R	From:	40-664					NA			NA		1999	
				To:	40-673											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
673	0.06	20	R	From:	40-672					NA			NA			1999
				To:	Cul-de-Sac											
675	0.88	110	R	From:	40-627					NA			NA			1999
				To:	Dead End											
676	2.21	70	R	From:	40-660					NA			NA			1999
				To:	40-629											
677	0.98	40	R	From:	Dead End					NA			NA			1999
				To:	40-632											
678	0.35	20	R	From:	Dead End					NA			NA			1999
				To:	40-629											
679	0.50	60	R	From:	Dead End					NA			NA			1999
				To:	40-650											
680	0.83	70	R	From:	40-608					NA			NA			1999
				To:	Dead End											
681	0.55	100	R	From:	40-640 & 1020					NA			NA			1999
				To:	40-619											
682	0.12	70	R	From:	US 58					NA			NA			1999
				To:	Dead End											
683	0.11	370	R	From:	US 58					NA			NA			1999
				To:	40-705											
683	0.10	270	R	From:	40-697					NA			NA			1999
				To:	40-644											
684	0.07	500	R	From:	Dead End					NA			NA			1999
				To:	US 58 EAST											
684	0.33	230	R	From:	US 58 WEST					NA			NA			1999
				To:	40-644											
687	0.20	440	R	From:	40-611; 40-643					NA			NA			1999
				To:	40-653											
687	0.13	1100	R	From:	Dead End					NA			NA			1999
				To:	Dead End											
688	0.20	40	R	From:	Dead End					NA			NA			1999
				To:	SCL Emporia											
689	0.52	360	R	From:	US 301; I-95 Ramp					NA			NA			1999
				To:	SCL Emporia											
690	0.80	40	R	From:	US 301					NA			NA			1999
				To:	US 301											
691	0.10	20	R	From:	40-634					NA			NA			1999
				To:	0.10 MN 40-634											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(691)	0.40	20	R	From:		0.10 MN 40-634					NA			NA		1999
(691)	0.50	20	R	To:		40-639					NA			NA		1999
(691)	0.20	20	R	From:		US 301					NA			NA		1999
				To:		Dead End										
(692)	0.81	NA		From:		40-00604(B)/					NA			NA		
				To:		Cul-de-Sac/										
(693)	1.50	70	R	From:		40-604					NA			NA		1999
				To:		40-633										
(694)	1.00	70	R	From:		40-627					NA			NA		1999
				To:		Dead End										
(696)	0.60	46	R	From:		40-608					NA			NA		1999
				To:		40-637										
(697)	0.17	80	R	From:		40-683					NA			NA		1999
(697)	0.06	20	R	To:		40-705					NA			NA		1999
				To:		Dead End										
(698)	0.50	330	R	From:		40-607					NA			NA		1999
				To:		Dead End										
(699)	0.50	240	R	From:		Dead End					NA			NA		1999
				To:		US 301										
(700)	0.15	220	R	From:		Dead End					NA			NA		1999
				To:		40-643										
(701)	0.32	30	R	From:		Dead End					NA			NA		1999
(701)	0.35	140	R	To:		40-707					NA			NA		1999
				To:		40-664										
(702)	0.14	150	R	From:		Dead End					NA			NA		1999
				To:		40-643										
(703)	0.90	80	R	From:		Brunswick County Line					NA			NA		1999
				To:		40-633										
(704)	0.15	130	R	From:		Dead End					NA			NA		1999
				To:		40-643										
(705)	0.16	110	R	From:		40-683					NA			NA		1999
(705)	0.07	40	R	To:		40-706					NA			NA		1999
				To:		40-697										
(706)	0.04	70	R	From:		Dead End					NA			NA		1999
				To:		40-705										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
707	0.43	670	R	From:	40-701						NA			NA		1999
				To:	40-607											
709	0.16	300	R	From:	Dead End						NA			NA		1999
				To:	40-627											
711	1.00	140	R	From:	40-611						NA			NA		1999
				To:	Southampton County Line											
712	0.05	1800	R	From:	Dead End						NA			NA		1999
				To:	US 58; 40-684											
713	0.15	360	R	From:	Dead End						NA			NA		1999
				To:	40-643											
714	0.15	350	R	From:	Dead End						NA			NA		1999
				To:	40-643											
715	0.09	60	R	From:	Dead End						NA			NA		1999
				To:	40-644											
717	0.08	60	R	From:	Dead End						NA			NA		1999
				To:	40-643											
718	0.26	70	R	From:	40-611						NA			NA		1999
				To:	Dead End											
719	0.20	NA		From:	US 301						NA			NA		
				To:	Dead End											
720	0.12	20	R	From:	40-663						NA			NA		1999
				To:	Dead End											
721	1.20	NA		From:	US 58						NA			NA		
				To:	Dead End											
722	0.40	170	R	From:	40-730						NA			NA		1999
				To:	Dead End											
725	0.15	47	R	From:	Dead End						NA			NA		02/04/2002
				To:	40-614											
730	1.15	1700	G	96%	2%	2%	0%	1%	0%	C	0.094	F	0.612	1700	G	2003
730	11.87	400	G	96%	2%	2%	0%	1%	0%	F	0.091	F	0.519	400	G	2003
				To:	Southampton County Line											
731	0.31	70	R	From:	40-604						NA			NA		1999
				To:	Dead End											
1005	0.12	200	R	From:	40-611						NA			NA		1999
				To:	40-1006											
1006	0.05	40	R	From:	Cul-de-Sac						NA			NA		1999
				To:	40-1007											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
1006	0.13	160	R	From:	40-1007						NA			NA		1999
				To:	40-1005											
1007	0.12	170	R	From:	40-611						NA			NA		1999
				To:	40-1006											
1010	0.32	70	R	From:	Dead End						NA			NA		1999
				To:	40-707											
1020	0.15	120	R	From:	40-640; 40-681						NA			NA		1999
				To:	40-1021											
1021	0.40	40	R	From:	40-1022 SOUTH						NA			NA		1999
				To:	40-1022 NORTH											
1021	0.25	110	R	From:							NA			NA		1999
				To:	40-1020											
1021	0.10	40	R	From:							NA			NA		1999
				To:	40-1022 MID											
1022	0.12	150	R	From:	40-681						NA			NA		1999
				To:	40-1021 SOUTH											
1022	0.03	60	R	From:							NA			NA		1999
				To:	40-1021 MID											
1022	0.05	70	R	From:							NA			NA		1999
				To:	40-1021 NORTH											
1025	0.03	40	R	From:	Dead End						NA			NA		1999
				To:	40-1026											
1025	0.12	300	R	From:							NA			NA		1999
				To:	40-627											
1026	0.10	150	R	From:	Dead End						NA			NA		1999
				To:	40-1025											
Town of Jarratt																
1101	0.13	840	R	From:	40-610						NA			NA		1999
				To:	40-1107											
1101	0.09	760	R	From:							NA			NA		1999
				To:	40-1102											
1101	0.38	690	R	From:							NA			NA		1999
				To:	40-1106											
1101	0.02	1100	R	From:							NA			NA		1999
				To:	40-1108											
1101	0.03	1200	R	From:							NA			NA		1999
				To:	40-1105											
1101	0.05	1200	R	From:							NA			NA		1999
				To:	40-1103											
1101	0.13	790	R	From:							NA			NA		1999
				To:	91-1101 Sussex County Line											
Greenville County																
1102	0.08	500	R	From:	91-1102 Sussex County Line						NA			NA		1999
				To:	40-1103											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
1102	0.57	300	R	From:	40-1103					NA		NA		1999		
				To:	SCL Jarratt											
Town of Jarratt																
1102	0.25	210	R	From:	SCL Jarratt					NA		NA		1999		
				To:	40-1101											
Greenville County																
1103	0.15	290	R	From:	40-1102					NA		NA		1999		
				To:	SCL Jarratt											
Town of Jarratt																
1103	0.14	310	R	From:	SCL Jarratt					NA		NA		1999		
				To:	40-1111											
1103	0.15	390	R	From:	40-1101					NA		NA		1999		
				To:	91-1103 Sussex County Line											
1103	0.03	970	R	From:	40-630 NCL Jarratt					NA		NA		1999		
				To:	40-1110											
1104	0.12	260	R	From:	40-1111					NA		NA		1999		
				To:	40-1112											
1104	0.17	70	R	From:	40-1111					NA		NA		1999		
				To:	40-1101											
1105	0.15	40	R	From:	Dead End					NA		NA		1999		
				To:	40-1101											
1106	0.07	100	R	From:	40-1111					NA		NA		1999		
				To:	40-1101											
1106	0.15	220	R	From:	40-1101					NA		NA		1999		
				To:	Dead End											
1107	0.25	100	R	From:	Dead End					NA		NA		1999		
				To:	40-1101											
1108	0.17	30	R	From:	40-1109 NORTH					NA		NA		1999		
				To:	40-1109 SOUTH											
1108	0.07	110	R	From:	40-1101					NA		NA		1999		
				To:	40-1108											
1108	0.04	240	R	From:	SR 139					NA		NA		1999		
				To:	Sussex County Line											
1109	0.09	70	R	From:	40-1106					NA		NA		1999		
				To:	40-1105											
1110	0.05	110	R	From:	40-1103					NA		NA		1999		
				To:	40-1113											
1111	0.05	130	R	From:	40-1104					NA		NA		1999		
				To:	40-1104											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Jarratt																	
1112	0.10	50	R	From:	40-1104						NA			NA		1999	
				To:	40-1110												
1113	0.15	100	R	From:	40-630						NA			NA		1999	
				To:	40-1110												
1113	0.18	60	R	From:	40-1110						NA			NA		1999	
				To:	40-1112												
1114	0.23	170	R	From:	40-630						NA			NA		1999	
				To:	40-1116												
1115	0.03	49	R	From:	Dead End						NA			NA		1999	
				To:	40-1110												
1115	0.12	30	R	From:	40-1110						NA			NA		02/04/2002	
				To:	40-1116												
1116	0.06	70	R	From:	SR 139						NA			NA		1999	
				To:	40-1114												
1116	0.12	20	R	From:	40-1114						NA			NA		02/04/2002	
				To:	40-1115												
1117	0.24	20	R	From:	91-1117 Sussex County Line						NA			NA		1999	
				To:	Dead End												
1118	0.11	20	R	From:	40-630						NA			NA		02/04/2002	
				To:	40-1110												
Greenville County																	
9179	0.04	530	R	From:	Greenville Jr High School						NA			NA		1999	
				To:	40-610												
City of Emporia																	
1109 1	Brink Rd	0.16	NA	From:	JB-40-109 SCL Emporia						NA			NA			
				To:	US 301												
1109 2	Purdy Rd	0.49	2500	G	94%	1%	2%	1%	2%	0%	C	0.107	F	0.567	2700	G	2003
					To:	NCL Emporia Satterfield Dr											
1109 2	Purdy Rd	0.14	NA	From:	Satterfield Dr						NA			NA			
				To:	JB-40-109												
1109 5	West End Dr	0.42	NA	From:	US 58						NA			NA			
				To:	109-2 Purdy Rd												
109 3800	Greenville Ave	0.17	430	G	97%	0%	2%	0%	0%	0%	C	0.107	F	0.588	470	G	2003
					To:	Tillar St											
109 3801	Low Ground Rd	0.43	3100	G	97%	1%	1%	0%	0%	0%	C	0.093	F	0.561	3300	G	2003
					To:	South Main St											
109 3801	Laurel St	0.43	800	G	96%	1%	2%	0%	1%	0%	C	0.099	F	0.6	860	G	2003
					To:	Temple Ave											
109 3802	Brunswick Ave	0.20	4300	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.534	4700	G	2003
					To:	Brunswick Ave Ext.											
109 3802	Brunswick Ave	0.66	4700	G	94%	1%	2%	1%	2%	0%	C	0.097	F	0.545	5100	G	2003
					To:	South Main St											

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Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																	
City of Emporia																	
<div>3802109</div>	Hicksford Ave	0.46	2300	G	From:	South Main St				C	0.107	F	0.553	2500	G	2003	
					To:	Lee St											
<div>3802109</div>	Lee St	0.37	1900	G	From:	Hicksford Ave				C	0.105	F	0.584	2100	G	2003	
					To:	Southampton St											
<div>3804109</div>	Valley St	0.14	1100	G	From:	North Main St				F	0.102	F	0.589	1200	G	2003	
					To:	Halifax St											
<div>3804109</div>	Southampton St	0.29	1100	G	From:	Hicksford Ave				C	0.103	F	0.512	1200	G	2003	
					To:	Lee St											
<div>3804109</div>	Southampton St	0.18	2100	G	From:	Hicksford Ave				F	0.12	F	0.540	2300	G	2003	
					To:	East Atlantic St											
<div>3805109</div>	Davis St	1.32	2100	G	From:	East Atlantic St				C	0.109	F	0.648	2300	G	2003	
					To:	ECL Emporia											
<div>3807109</div>	Halifax St	0.15	3100	G	From:	Southampton St				F	0.092	F	0.621	3400	G	2003	
					To:	East Atlantic St											
<div>3807109</div>	Halifax St	0.34	2600	G	From:	East Atlantic St				C	0.104	F	0.505	2800	G	2003	
					To:	Ruffin St											
<div>3807109</div>	Halifax St	0.30	1900	G	From:	Ruffin St				F	0.1	F	0.547	2000	G	2003	
					To:	US 58											
<div>3807109</div>	Halifax St	0.53	1400	G	From:	US 58				C	0.098	F	0.529	1600	G	2003	
					To:	North Main St											
<div>3808109</div>	Reese St	0.12	NA		From:	109-3804					NA			NA			
					To:	US 58 Bypass											
<div>3808109</div>	Reese St	0.83	2000	G	From:	Southampton St				C	0.099	F	0.622	2100	G	2003	
					To:	US 58 Bypass											
<div>3808109</div>	Reese St	0.84	960	G	From:	US 58 Bypass				C	0.120	F	0.674	1000	G	2003	
					To:	Sunnyside Rd											
<div>3809109</div>	Belfield Dr	0.17	3100	G	From:	West Atlantic St				C	0.103	F	0.638	3400	G	2003	
					To:	Weaver Ave											
<div>3810109</div>	Weaver Ave	0.21	3300	G	From:	Belfield Dr				C	0.091	F	0.508	3600	G	2003	
					To:	North Main St											
<div>3815109</div>	W Atlantic Ave	0.24	1300	G	From:	Dead End near Florida Ave				F	0.088	F	0.844	1400	G	2003	
					To:	Bus US 58											
	Baker St		650	G	From:	North Main St					0.133	F		700	G	2003	
					To:	Halifax St											
	Briggs St		1400	G	From:	Clay St					0.113	F		1500	G	2003	
					To:	Tillar St											
	Clay St		2800	G	From:	Low Ground Rd					0.096	F		3000	G	2003	
					To:	South Main St											
	Jefferson St		1500	G	From:	South Main St					0.099	F		1600	G	2003	
					To:	West Ave											

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
Ruffin St		1200	G	From:	Halifax St					0.098	F		1300	G	2003	
				To:	North Main St											
Temple Ave		650	G	From:	Laurel St					0.107	F		710	G	2003	
				To:	Jefferson St											
Tillar St		1900	G	From:	Briggs St					0.106	F		2000	G	2003	
				To:	Hicksford Ave											
West Ave		370	G	From:	Jefferson St					0.109	F		400	G	2003	
				To:	Brunswick Ave											
West End Blvd		840	G	From:	North Main St					0.097	F		910	G	2003	
				To:	Gay St											